

Declaration of War.

Following is the text of the formal declaration of war with Spain, adopted by both houses of congress and signed by the president Tuesday:

A bill declaring that war exists between the United States of America and the kingdom of Spain.

Be it enacted, etc.:

1. That war be and the same is hereby declared to exist, and that war has existed since the 21st of April, A. D. 1898, including said day, between the United States of America and the kingdom of Spain.

2. That the president of the United States be and is hereby directed and empowered to use the entire land and naval forces of the United States, and to call into the actual service of the United States the militia of the several states, to such extent as may be necessary to carry this act into effect.

Will Be Extended.

There is evidence that the Santa Fe Railroad company is seriously thinking of closing the gap between Mohave and Bakersfield, forming a connection with the San Joaquin Valley railroad. James Dun, chief engineer of the Santa Fe system, has been looking over the country between the terminus of the Santa Fe Pacific and the Valley road. The route of the proposed extension will probably be from Johannesburg through Walker pass and down the canyon of Kern river to Bakersfield.

STORAGE AND DEMURRAGE.

The Santa Fe Pacific railroad company have issued the following circular in regard to freight shipments not removed from station, warehouse, or cars within the time limits prescribed herein:

STORAGE.

Freight not removed by consignees

from depots and warehouses within three days (Sundays and legal holidays excepted) after service of notice of arrival on the consignees has been given, will be charged storage as follows: For each thirty days, or part thereof, until property is taken by consignee, 5 cents per 100 pounds, minimum charge 25 cts.

DEMURRAGE.

Carload shipments which are not unloaded by consignees within 72 hours after service of notice of arrival on consignees, (Sundays and legal holidays excepted) will be subject to a charge of \$1.00 per car for each 24 hours, or part thereof, until cars are unloaded. This applies on all classes of freight without distinction. On all cars set for loading, either on public tracks or private sidings, car service will begin after the expiration of 72 hours from 7 a. m. following placing of cars.

After holding freight a reasonable length of time, carriers reserve the right to place goods in any suitable warehouse, subject to established charges of said warehouse.

C. W. DASIS, Agent.

A Privateer.

A privateer is a ship owned by a private individual, which makes war upon the shipping of a hostile power, under letters of marque granted by the government of which the owner is a subject or citizen. Without these letters of marque, or governmental permission a vessel engaged on such an errand is guilty of piracy; or, holding letters of marque, if a privateer wars upon the shipping of any power other than that specified in the permission, it is also guilty of piracy. By mutual consent European nations, with the exception of Spain, abolished privateering by the treaty of Paris in 1856. The United States also refused to sign the treaty on account of an objectionable clause.